RAIL PROBLEM'S SOLUTION SEEN IN THOMAS BILL

William W. Cook, Its Author, Favors Regional Trunk Line Plan.

PUBLIC CONTROL IS GIVEN

U. S. Incorporation, but Not Ownership; Body Like Reserve Board in Charge.

A solution of the railroad problem i almost in sight because of the increasing unanimity of opinion as to the general form a reorganization of the roads should take, according to William W. Cook, general counsel of the Mackay Companies, who drew the railroad bill introduced in the Senate by Senator Thomas in December, 1915. His bill had many backers. Virtually all seem to agree that there

shall be Federal incorporation," says Mr. Cook, "and country wide consolida-tions and a division of the consolidated roads into regional districts, each dis-trict containing one or more trunk lines, with an absorption of the small railroads in that district, and there is also a unanimity of opinion that the fixing of rates shall be united with the responsibility for the payment of the expenses interest, dividences and the raiping of fresh capital for extensions and improvements. The plan of the Thomas bill has undoubtedly led the way to these conclusions, and I believe that plan will ultimately prevail, with modifications, such as a larger number of resional a larger number of regional railroads to promote competition in set

"The majority opinion now is that the great trunk lines should absorb the small teen systems. Mr. Willard, president of the Baltimore and Ohlo Railroad pro-poses twenty-two systems. Mr. Hines, would b Director-General of Railroads, proposes

independently of other trunk lines, thus increasing competition in service. There is no objection to this, even though such competition may not reach expectations. "Whether these separate trunk line systems, each absorbing all the small railroads in its locality, be called 'regional railroads' or trunk line systems of railroads is immaterial. The term 'regional railroad' has been criticised as "All financial operations of the Federal Indiana the control of the results of the control of the regional railroad' has been criticised as "All financial operations of the Federal increases." regional railroad has been criticised as "All financial operations of the Feder railroad companies would be directed by regions instead of into trunk line regions."

"All financial operations of the Federal railroad board. All railroad the Federal railroad board.

est route, Mr. Cook says:

is feasible and of great public benefit. It is an ideal system of public control All admit that it should be continued without Government or political control. The consolidations mentioned will bring this about. All agree that great ecor mies and great public conve-

make railroad credit sufficiently high to attract fresh money for extensions and improvements. The same principle un-derlies both plans, namely, Government backing. All agree that Government

ence of opinion as to how this regula-tion should be exercised; whether it shall be by full control through the holding companies with a Federal rail-coad board, by an appared of the same general releases. helding companies with a Federal rail-read board, by an enlarged Interstate Commerce Commission or by restoring Senator Cummins, he recalls, has adthe old system of the railroads running themselves, subject to check by Congress and the commission. All agree, however, that whatever the Government demands in the way of regulation must be granted."

Senator Cummins, he recalls, has advocated the plan of a Government holding company and of a Government guaranty of dividends, which, he says, "is substantially the plan of the Thomas bill." Representative Dewalt in the control of the cont

Cook says:

As to Government ownership, but added a new feature in the form of inspecting commissions.

"Here too there is almost unanimity sentiment and public opinion. Government and public opinion. of sentiment and public opinion. Gov-ernment ownership is discredited and buried beyond possibility of resurrection in this generation. The experience of the last year and a half has convinced the American people that our form of rovernment is not fitted to operate our ast system of railroads as a unit or in any other way. It is unnecessary to it dwell on the details. High rates, poor service, extraordinary increase of exmission fixed the rates but was not responsible for railroad expenses, the rail-roads faced financial ruin. The commission put an iron hand on rates, but no hand at all on expenses. Revenue and expenses must be joined to balance. The power to fix rates goes with the obligaof paying expenses, interest and

"If the Government is going to reguolding companies, the Government must assume responsibility for expenses by providing rates high enough to furnish sufficient income for expenses, interest and dividends. If, on the other hand, the railroads are left to pay expenses, in-terest and dividends they must be al-lowed to fix the rates, with some check or other to prevent the abuse of exces-

"All agree to this. The old plan and theory that the Government may fix the rates and let the railroads do the best they can to pay expenses has gone into

It's a National Problem Now. "It is recognized that our vast sys-tem of railroads has transcended State boundaries, and that the subject is of

with by Congress through Federal rallroad incorporation," Mr. Cook says in
referring to Federal incorporation.
"There is a difference of opinion as to
how Federal incorporation is to be
brought about. Some favor compulsory
Federal incorporation, but the constitutionality of this course is doubted, and
its practicability is still more doubted.
Others believe that voluntary reincorporation of existing State railroad comporation of existing State railroad com-

of the existing railroad corporations and gradually bring about complete Federal price abroad must compete with forcontrol of all the railroads of the country. Then, if desired, the physical prop- deducted the high railroad rate, leaving erties could be turned over. However, the farmer's and manufacturer's price practically all agree that Federal incorlow. High railroad rates are due to poration is a necessary part of any solubigh expenses of labor and material. poration is a necessary part of any solu-tion of the railroad problem. "Agreement is unanimous that railroad

sistent with the welfare of the nation, mean high railroad rates, and high rail.

Whether the recent extraordinary ad-Whether the recent extraordinary advances are fair will depend on industrial developments the world over. Excessive railroad wages mean excessive railroad rates, and excessive railroad rates mean high cost of living, because the con-sumer pays the freight in the end. Excessive railroad charges will cripple ex-ports, because exports must be sold in competition with the world.

"Excessive railroad charges must be deducted from export prices and the farmer and manufacturer has to be content with the remainder. If his share is too small railroad rates and railroad wages will face a demand for a reduction. The railroad labor problem will be too the railroad labor problem will be too. The railroad labor problem will be worked out on equitable lines by the farming interests, the manufacturing interests, the clerical classes, the consumer and railroad classes themselves. People will bear self-imposed burdens more cheerfully than burdens imposed by oth-

Has Faith in Thomas's Bill. After laying down these general prin-

ciples on which those trying to settle the railroad problems are coming more and more to agreement. Mr. Cook reviews some of the plans which have been put forward. He believes most of all in the Thomas bill, which he drew and which he contends is the simplest of all.

"A Federal railway board, not incorporated by the responsibility for paying railroad expenses, this responsibility being made interest." porated, but the members nominated by the President and confirmed by the Senate, would control five railroad comgreat trunk lines should absorb the small lines and that even some of the trunk lines and that even some of the trunk lines should be consolidated," says Mr. Cook. "This involves the consolidation of some 162 railroad companies into some number between five and twenty-two systems. Four years ago I advodant properties of the five bonds of the present and perhaps the bonds of the present two systems. Four years ago I advo-cated five systems. Senator Cummins, chairman of the Senate committee hav-ing this subject in hand, favors eigh-teen systems. Mr. Willard, president of railway board would fix the basis, from time to time, on which the exchange would be based or purchase made. The Federal railroad companies would sell their own capital stock to the public

Competition Advocated by Some.

"The difference of opinion as to the number of systems is due to the desire to perpetuate competition in service, even though competition in rates no longer exists. The railroad companies themselves favor a considerable number of systems and improvements.

"The Federal railroad companies themselves favor a considerable number of systems and improvements.

"The Federal railroad companies themselves favor a considerable number of systems and improvements and improvements.

Brongeries by numbers of some as more would be needed to buy the existing railroad stocks and bonds or to provide funds for extensions and improvements.

"The Federal railroad companies themselves are supplied to buy the existing railroad stocks and bonds or to provide funds for extensions and improvements.

"The Federal railroad companies themselves are supplied to buy the existing railroad stocks and bonds or to provide funds for extensions and improvements." selves favor a considerable number of properties, by purchase or condemnation separate systems so that every important The Federal railroad stock would be trunk line may be operated more or less made salable and desirable to the public independently of other trunk lines, thus

regions instead of into trunk line regions. That criticism is ungrounded. The regional railroad idea was originated several years ago, and divided the country
into trunk line regions and not into geographical regions, because that would
cut the trunk lines in two.

"However, aside from all these details,
the important point to be noted between the dividends. The However, aside from all these details, would merely name the rederal railroad the important point to be noted here is board and guarantee the dividends. The the first great fundamental principle Federal railroad board appointed by the which all agree to, namely, that all of the railroads shall be consolidated into would be governmental in its origin, but

from five to twenty-two separate sys-tems." The Federal Reserve Board in con-As to the common use of city termi- trol of our banking system is much the nals and diverting freight to the short- same. The Federal Reserve Board is governmental in its origin, but non-governmental in its control of the banks

No Likelihood of Politics.

"The Interstate Commerce Commission is another instance, it being appointed in the same way, and no one has ever asserted that it has been political or partisan in its control of the furnish necessary fresh money for extensions and improvements. For more than ten years I have advocated that plan.

"The Interstate Commerce Commission is another instance, it being appointed in the same way, and no one has ever asserted that it has been political or partisan in its control of the railroad Board of existing railroad companies, and to furnish necessary fresh money for extensions and improvements. For more than ten years I have advocated that plan.

"The Interstate Commerce Commission is another instance, it being appointed in the same way, and no one has ever asserted that it has been political or partisan in its control of the danger of imminent bank-try did, the danger of imminent bank-try "Another class of thinkers favors the Government fixing railroad rates high enough to pay, say, 6 per cent, on the present investment, and enough more to banks."

"Another class of thinkers favors the but also for the regulation of expenses, and the railroads would continue to be operated by railroad men, just as our banks." operated by railroad men, just as our banks continued to be conducted by bankers under the Federal reserve bank-

ing plan.
"This is of fundamental importance Government ownership. As stated the Thomas bill, incorporating five Federal Question as to Regulation.

Tallroad companies, can easily be expanded into a larger number of companies so as to keep the trunk railroad Government backs the railroads the lines separate and give competition in Government should have full power to service or at least an opportunity to

As to Government ownership, Mr. virtually the same as the Thomas bill,

people are tired of committees. Walker D. Hines, Director-General of Railroads "advocated practically the plan of the Thomas bill," Mr. Cook says, and favored Government guarantee of in-come for a moderate amount, with the right to the stockholders to participate n any profits in excess of the guaranty. Francis H. Sisson, vice-president of service, extraordinary increase of exthe Guaranty Trust Company, and
penses, a Government deficit, taxes to
Samuel Dum, editor of the Railway Age,
foot the bills—all tell a lamentable tale.
"When the Interstate Commerce ComHenry W. Taft has Indorsed the plan

without referring to the bill, Mr. Cook points out, omitting the feature of the Federal Railroad Board. Victor Morawetz also adopts the Thomas plan, but adds to it some features which Mr. Cook does not approve.

Warfield Opposes Thomas Plan. S Davies Warfield, who does not like the Thomas plan, says such concentra-tion of railroads would check industrial development. "The keystone of the plan (the Warfield plan)," says Mr. Cook, "is that rates are to be high enough to keep railroad credit high. The trouble is that to reestablish railroad credit the railroads would have to raise rates so high the people would revoit. It con-templates high railroad rates without any workable method for determining

what is a reasonable rate.
"Further, Mr. Warfield's plan has a fantastic idea of dividing so-called excess profits of the prosperous railroads, and in fact contemplates confiscating the surplus profits of such railroads for the benefit of less fortunate railroads, the constitutionality of which may be Manufacturers are buying, but it is doubted, to say the least. Mr. Warfield's largely filling in business, and it is betem of railroads has transcended State plan would merely reinstate the old lieved that they will not bear any fur-boundaries, and that the subject is of regime of the bankers in control by national importance, and to be dealt reason of being called on to finance the crop arrives.

tits practicability is still more doubted.
Others believe that voluntary reincorporation of existing State railroad companies into Federal corporations should be brought about. This, too, is doubtful.
"The simplest plan is to organize Federal railroad corporations with power to purchase the stock and other securities of the existing railroad corporations and eripple our exports, because the selling

ment is unanimous that railroad and only greater efficiency can save the former. Extravagant railroad and only greater efficiency can save the

growth. "The controversy still remains whether road rates subject to revision by the a Government guaranty of railroad inguaranty, the guaranty in one being that

"A second subject of controversy is whether Federal companies shall be organized to control all the railroads, or whether the old system of the control of the railroads being in many boards of directors, reelecting themselves by stockholders' proxies, shall be control. This old plan is unsatisfactory in the structure of the United States go.

"The prospect of the United States go.
In grant and states go.
In gra

imperative by a Government guaranty, is a compromise, to be sure, but it is the only plan which gives assurance of satisfying all the parties in interest, and at the same time will prevent Government ownership.

"It is the only plan yet proposed for

"It is the only plan yet proposed for real public control without Government ownership, and which places responsi-bility for rate making, the regulation of expenses, and the production of a reasonable profit, all in the hands of one body, instead of in a divided control. Heal public control is insisted. upon by the American people, and the Thomas Bill will give it. It is grati-fying to note that the plan which has taken twelve years for me to work out. and which was first published in 1908, is new being indorsed generally.

The danger is that the public,

sheer disgust with the present railroad rates and service, may abandon all real public control of the railroads, and allow the reactionaries to have their way. That way leads to still higher rates and ultimate Government owner

"The Warfield plan and the plan the railroads themselves are fatally defective in that they cannot raise \$1,000,000,000 fresh money a year for imperative railroad needs without excessively high railroad rates."

HINES WANTS ROADS TO RETURN LOANS

Director-General Says U. S. Should Be Reimbursed.

WASHINGTON, June 8. - Railroads under Federal control should be required to return to the Government "as rapidly as practicable" \$775,000,000 advanced for improvements and equipment. Director-General Hines told the House Appropriations Committee at his appearance last week, according to the

antee of a rental which represented the brought to their attention by illustrated average of probably the best three years posters. They can point to a picture they ever had, instead of having to face, and say: 'I want that.' Space in the

AMERICAN GOODS

Trade Shown in Department of Commerce Reports.

U. S. PRODUCTS IN DEMAND

Opportunities for Business Extension Cover Wide Field in Many Countries.

The weekly list of trade chances gathered by the United States Department

of Commerce is given below. Interstate Commerce Commission, or whether the rate shall be fixed by a Fed-eral Rallroad Board in connection with pect of a return to conditions of peace The demand for American goods in all has encouraged business, is particularly encouraging, but H. L. Miner, who is the export manager of the Strong, Carlisle & Hammond Company, 80 Church street, says that exporters here are not yet

shows a lack of foresight. It is true that France and England, to confine the conideration to the greatest, need money; partment of France exposed their situa-tion without reserve, but it also told of will be taken within the next few days. certain remedies.

"American capitalists should invest in the securities of these countries with more confidence than they are now displaying. One result of a wider investment would be that people in general would study the markets of foreign

now being made with our new merchant minor matters and should not stand in "At this moment there is a great and

"At this moment there is a great and increasing demand for American goods in the Scandinavian countries, in the West Indies and in the Fam East. Producers should wake up and follow up this trade, which is coming to them practically unsolicited. Should they do so they will hold the bulk of this trade in their own hands."

The way of fostering this new commercial field," says Mr. Mosessohn. "America sold a great deal of merchandise to the Latin American countries during the war. It is now up to us to go after that trade and not wait for any other country to get their merchandise in their own hands." n their own hands."

Mr. Miner also is secretary and treas-urer of the Export Managers Club, where urer of the Export Managers Club, where K. F. Van Den Bergh, trade commissioner from the Dutch East Indies to the United States told the export managers of the excellent market for Amer-Michael The Islands are mainly agricultural, and almost every manufactured article finds a ready sale there. A special demand exists now there. A special demand exists now for iron and steel products, the normal supply from Germany and England having ceased with the war. Electrical appliances, fertilizers, drugs, confectionery and automobiles are needed.

American textiles are in special de mand, according to Mr. Van Den Bergh and especially cotton, which is the only wear of the 46,000,000 natives. do not wear shoes, and only the white element, probably 1,000,000 persons, could be depended upon to purchase supplies not specially needed by life in the islands.

In referring to Mr. Van Den Bergh's State. o not wear shoes, and only the white

has put in funds with which to pay the railroad companies what it owes them my judgment is that they ought to be required, just ar rapidly as possible, to reimburse the Government for these large amounts that have been spent and as far as possible to reimburse the Government for the seminated of the item should be on separate sheets, a sheet to each item, and the number of the item should in all cases be stated.

The Sun does not furnish credit to be pound.

The Sun does not furnish credit to be the item should be on separate sheets, a sheet to each item, and the number of the item should be on thigher than 50 cents a pound.

The Sun does not furnish credit to be taken in all cases men or firms abroad. The usual precaution should be taken in all cases. Those desiring a furnished to finance them, except the furnish credit to the standing of business men or firms abroad. The usual precaution should be taken in all cases. Those desiring a far greater price for hair than the stock can actually be sold for in the East at this time factors, contend that the market price here is a fight on between local handlers, and some of the mappear to have let their hatred get the taken in all cases. Those desiring a far greater price for hair than the stock can actually be sold for in the East at this time factors, contend that the market price here is abould be not higher than 50 cents a pound.

According to reports, there is a fight on between local handlers, and some of the mappear to have let their hatred get the taken in all cases. Those desiring a far greater price for hair than the stock can actually be sold for in the East at this time factors, contend that the market price here is a fight on between local handlers, and some of the standing of business men or firms abroad. The usual precaution should be not higher than 50 cents a pound.

According to reports, there is a fight on between local handlers, and some of the standing of business. are:
704. The purchase of penholders of Eastern trade.

or alroad properties unless the rails for the set will make no improvement the companies of the table of ta

LIVE TOPICS OF THE COMMERCIAL WORLD

Many Chances for Export EXPRESS OFFICIALS TO HEAR PROTESTS

Will Confer With United Waist League on Proposed Rate Increases.

As a result of a protest by various trade organizations against the proposed new regulations and increased charges of the American Railway Express Company, filed with the Interstate Commerce Commission, the Railroad Administration and the express company, at the instance of the United Waist League of America, the league has received from J. C. Taylor, president of the express company, a communication suggesting that a conference be held with a view to adjusting the matter. The new regula-

may be doing treble and quadruple the amount of business they did with those countries before the war. They are hesitating to branch out on account of this tating to branch out on account of this has no disposition to be unfair and unreasonable," says Mr. Taylor, "and any reasonable," says Mr. Taylor, "and any we have taken so far not only has been to the end of protecting our selves, but for your own protection and

Criticises Dress Manufacturers.

Manufacturers of dresses throughout the country are sharply criticised for their failure to visualize the trade pos-sibilities in Cuba and other Latin Amerwould study the markets of foreign countries and become versed in their hopes and possibilities.

"Lack of this study and the fear that should trade be encouraged to any great extent there would not be sufficient bottoms for the carrying of exports is a composite reason why America is not yet holding its own in foreign trade. The second half of this reason will soon be unable to stand by the rapid progress now being made with our new merchant

are not so keen about developing the business with that country for some reason or other. American made dresses will find a ready sale in Cuba, and the better the dress the quicker the sale, and the manufacturer who is making high class merchandise need have fear introducing his line there."

Establish Uniform Wage Scale. The Associated Broad Silk Association of New Jersey has decided to have a uniform wage scale, and manufacturers affiliated with the organization have

In referring to Mr. Van Den Bergh's printed record of the hearings, which became public to-day.

These improvements have been made for the benefit of the railroad companies," the Director-General said. The Director-General said They have received a very important benefit from Government control, guarantee of a rental which represented the should be to their attention by illustrated.

In referring to Mr. Van Den Bergh's State.

The Broad Silk Association of Paterson has voted to grant the request of their weavers for a 15 per cent increase. With this increase the total wage advances granted since the employees. Berman to began work on the forty-eight hour basis average 20 per cent.

The Broad Silk Association of Paterson has voted to grant the request of their weavers for a 15 per cent increase. With this increase the total wage advances granted since the employees. Berman Berman began work on the forty-eight hour basis average 20 per cent.

The Association of Paterson has voted to grant the request of their weavers for a 15 per cent increase. With this increase the total wage advances granted since the employees. Berman Berman average 20 per cent.

The Association of Paterson has voted to grant the request of their weavers for a 15 per cent increase. With this increase the total wage advances granted since the employees. Berman Berman average 20 per cent.

sions of the convention will be held a the Detroit Board of Commerce,
A meeting of the American Accep-tance Council will be held at the Hotel

Australian Wool Sells High. Boston, June 8.—Offerings of Australian wool, especially free staple of fine quality, again were in great demand at yesterday's Government auction. The offerings consisted of 4,309,000 pounds offerings consisted of 4,300,000 pounds of greasy Australian merinos and 200.000 bales of scoured Australian wool, the only stock neglected being the burry combing wools. Eighty-nine per cent. of the total stock was disposed of.

Prices were well above the Government minimum levels. It was estimated that that on an average they were 25 cents above the Government upset figures. In the case of fine free wool prices often were 30 to 50 cents per clean pound

Business Troubles.

above the Government rates.

Petitions in Hankruptcy. Lillian Boyes, an acress, 54 West Thirty-sixth, street. Liabilities, 1902; no as-sets. Principal claim, Max F. Siemers and Henrietta Siemers, 1903. Edward M. Bernstein, 299 Broadway, is the at-torney. torney.

MARY HOPE HAMMOND — Involuntary
petition against Mary Hope Hammond,
real estate, 88 West Sixty-seventh street.
Liabilities about \$5,000; assets not given.
Principal ciaim, M. Garf, \$1,225. Cass
A Aprel, 5 Nassau street, are the at-Principal claim, M. Graff, \$1,225. Cass a Apfel, 5 Nassau street, are the attorneys.

JULIUS LION — Voluntary petition by Juitus Lion, 426 East 138th street. Liabilities, \$1,701; no assets. Principal claims, Issac Goldman Company, \$852; Straums & Co., \$200, and Charles W. Berg, 4130. Louis Husman, \$218 Third avenue, is the attorney.

EDWARD W. STEINMUELLER.—Voluntary petition by Edward W. Steinmueller, engineer, 28 Broad street and 284 West 103d street. Liabilities, \$9,113; assets, \$2,917. Principal claims, Western Gas Construction Company, \$2,480; Broad Exchange Building, \$520, and New York Telephone Company, \$148. Bernard I. Karliner, 988 Himpson avenue, The Broax, is the attorney.

Recover in Bankruptcy.

CONSOLIDATED DOLL COMPANY, INC.—Judge Augustus N. Hand appointed Philip J. McCook receiver for the Consolidated Doil Company, Inc., manufacturer of doils, 182 West Twenty-seventh street, under a bond of \$3,000.

Schedules in Bankruptcy.

SEGER & GROSS COMPANY—Seger & Gross Company, manufacturing store and office fixtures, 518 West Fifty-diffs street. Liabilities, \$2,2017; assets, \$15,034. Principal claims, Charles Henry Grosechke, \$2,067; Mercantile Trust Company, \$4,438, and William H. Sidney, \$572.

Judgments.

MANHATTAN.

Judgments.
MANHATTAN.

this export trade that will have to be taken into consideration, but they are minor matters and should not stand in the way of fostering this new commercial field," says Mr. Moseasohn. "America sold a great deal of merchandise to the Latin American countries during the war. It is now up to us to go after that trade and not wait for any other country to get their merchandise in there, and then find we are too late."

A report reaching him from Cuba, he said, shows that the country is on a wave of prosperity; people are spending merchandise. "They like American made dresses and they want beautiful merchandise. "They like American manufacturers of dresses are not so keen about developing the business with that country for some rea-

(Hennett, Hvoslef & Co.)—F. S.
Pols
Hoadley, Joseph H.—Burns Bros.
Interboro Repid Transit Co.—M.
I. lang
Kernochan, Frederic, exr—Board
of Foreign Missions of the M.
E. Church
J. D. McQuade Co., Inc.—Bronx
Towing Line, Inc.
Kitt, Sarah—Lawyers Mortgage
Co. 12,012.94

Kitt, Sarah-Lawyers Mortgage Co.
Liebert, Samuel—A. Burkhardt...
Murat, James (N. Y. Marine Service Co.)—Merritt & Chapman
Derrick & Wrecking Co.
Newman, Simon-Herrman Motor
Truck Co. Inc.
Oraych, Ellas and David—G. Lindenmeyr et al.
Polansky, Esther and Joseph—A.
H. Towniey
Roth, Joshua J.—Rogers Feet
Co. 120.30 Smith, Elizabeth—L. M. Brown. Three Hundred, Inc.—Pusey Press Vredenburgh, Harry J., and Ar-chibaid Reid—Broadway Cen-tral Bank.

Satisfied Judgments. when judgment was filed:

place of controls and some fact in the filed:

when judgment was filed 7.126.6 4,977.59 625.67

The first name is that of the debtor: Chon Vapor Heat Attachment Mdg Co., Inc.—F. H. Brautigan

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Statler to-morrow and it is expected that many of the credit men will attend.

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Pres information booklets by writing Harry A. Black, Sec. of State, Publicity Bureau, Montpeller, Vt.

HELP WANTED-FEMALE. STENOGRAPHER—Wanted an Al stenographer, must be a lady; must be an expert; must be quick in comprehension and execution; must be well educated; asiary secondary consideration. Flease telephone Mrs. V., Barclay \$450.

HELP WANTED-MALE. Auto School Largest and best school in the U.S. Send for booklet and past Y. M. C. A. oshool. Telephone Columbus 15 W. 57th St. 7930. Special classes for ladies.

Export Film Manager WANTED-An Al film man possessing xecutive talent to take charge of and de elop a branch film office in South Amer ica. Must be able to speak Spanish and must have a thorough knowledge of the film business. One who knows how to take hold of an established business and get the highest possible results out of it, reorganizing it if necessary. Good salary to begin with and a big opportunity for the right man. References necessary. J. 1. 1). Box 127 Sun office.

STTUATION WANTED-MALE. A MAN of education and experience wishes to communicate with party of means in view of securing position as traveling companion on a four of the West; visiting points of historical interest; good reference. EDUCATION, box 25 Sus office.

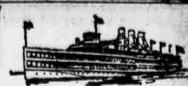
WANTED—Position in established law office by graduate of Georgetown University Law School not yet admitted to bar now in Government service; references; please give full particulars. M., box 100 Sun office.

PROPOSALA.

City.

(ILOTHING & EQUIPAGE DIVISION.)

Purchasing & Contract Section, Munitions Building, Washington, D. C.—Scaled proposals for furnishing cravats, 15,000 for any part thereof, specifications No. 1272 will be received here until 11 A. M., June 14, 1219. Proposals to be field in triplicate, and must hear guarant; of ten per cent thereon, information, obtainable at Zone.



Hudson River by Daylight

"Washington Irving," "Hendrick Hudson,"
"Robert Fulton," "Albany," Direct Rail Connections to all points forth, East and West. All through rail lokets between New York and Albany occepted. Music. Restaurant.

Ideal one-day outings.

Leaves Desbrosses St., 8.40 A. M.; W.

42d St., 9.00; W. 139th St., 9.20; Yonkers,

9.50; stopping at †Bear Mountain, †West
Point (except Sunday), †Newburgh,

†Poughkeepsle, Kingston Point (connecting dedity with Ulster & Delaware R. R.),

Catskill, Hudson & Albany, Also on and

siter June 14 steamer leaves Desbrosses

8t. 10.00 A. M.; W. 42d St., 10.20 A. M.;

W. 129th St., 10.40 A. M.; Yonkers, 11.15

A. M., for †Bear Mountain, †West Point

(except Sunday), †Cornwall, †Newburgh

and †Poughkeepsle, †Return steamer same

day from points marked †.

On Monday, June 9, special trips to Bear Ideal one-day outings.

On Monday, June 9, special trips to Bear Mountain, West Point, Newburgh, Pough-keepsie and return to 42nd M. Pier, leav-ing Desbrosses St., 10.00 A. M.; West 42nd St., 10.20 A. M.; West 129th St., 10.40 A. M.; Yonkers, 11.10 A. M. West Point Horse Show is on Monday, June 9.

Day Line

NEW YORK-ALBANY - TROY

From Pier \$2, N.R., foot Canal St., week-

days, 6 and 7 P.M.; Sundays and Holidays, 6 and 9 P. M.; West 192d St., haif hour later. Due Albany & o'clock Pollowing morning. Direct rall connections at Albany to all points North, East and West, Phone

HUDSON NAVIGATION COMPANY "THE PUBIC BE PLEASED," COLONIAL LINE BOSTON BY BOAT \$4.40

PROVIDENCE DIRECT BOAT \$2.97 Above Prices Include War Tax.

Boat leaves Pier 15, North River, Daily and Sunday, at 5:30 P. M. Phone Spring 9491. Metropolitan Line To BOSTON

Cape Cod Canal

Daylight Through the Canal Both Weys, Leave Pler 12, Foot of Murray St., Daily (Sundays included) at 5.00 P. M. Fare 15.65 (including War Tax). Tickets and information at Whart. Telephone Bar-ciay 5000. ay 1000. La Meals, Staterooms Always the Best. BAY STATE IN SECTION S

Iron Steamboat Co CONEY ISLAND Schedule Subject to Change Without Notice, Lv. W. 129th St. 9:40, 10:40, 11:40, 12:40, 2, 5, 4, 5, 6:20, 7:20, 5:90. Pict. N. R., 10:10, 10:21, 12:51, 12:45, 12:45, 2:45, 2:45, 4:45, 6:45, 5:46, 7, 8:120, 9:20. Coney, 11:25, 12:25, 1:25, 2:25, 2:46, 4:45, 5:45, 6:45, 6:55, 8:26, 9:25, 10:20 P. M. Tel. Whitehall 1279.

Newburgh, Poughkeepsie, Kingston Frankiin St. 4 p. m., Saturdays 1 and 500 p. m., Sundays 5 a. m. and 4:30 p. m. for Newburgh and Poughkeepsie. All steamers W. 125th St. half hour laten Direct connections for all points in the

atskills Tel. 4875 Franklin. CENTRAL HUDSON LINE. SIGHT SEEING YACHT
Around Manhattan Taland.
Lva.Battery Pier Dally, 10.80, L. M. Tel. Broad M78.

FALL RIVER LINE BEAR MOUNTAIN BOATS. Daily Service Begins Saturday, June 14th.

C U N A R D A N C H O R

NEW YORK to LIVERPOOL VasariJune 16 VestrisJune 21 Royal George......June 24 OrdunaJune 28 CaroniaJuly

NEW YORK to PIRAEUS PannoniaJune 18 COASTWINE STRAMSHIP LINES For all points South, Old Dominion, Savannak Southern Pacific Lines For passenger in formation apply to Consolidated Railer, ticket offices or Companies offices.

MauretaniaJune 14

AquitaniaJune 28

INTERNATIONAL MERCANTILE MARINE LINES AMERICAN

PHILADELPHIA-LIVERPOOL, July 18 WHITE STAR OLYMPIC June 19 HALIFAX SOUTHAMPTON

Adriatic June 16 Baltic July | Lapland June 21 Cellic July |
Offices, 9 Broadway - New York BCANDINAVIAN AMERICAN LINE.
Denmark, Norway, Sweden,
Passenger Office, I Broadway, N. Y. N. 1. direct to GOTHENBURG, SWEDEN, SWEDISH AMERICAN LINE, 24 State St Montreal Liverpool and Vancouver Orient Can Pacific Ocean Service, Ltd., 1221 B'way,

SURROGATES' NOTICES. BAKER, PRANCES E.—In pursuance of an order of Honorable JOHN P. COHALAN, a Surrogate of the County of New York NOTICE is hereby given to all persons having claims against PRANCES BIAKER, late of the County of New York decased, to present the same with vouchers thereof to the subscribers at their place of transacting business at the office of their atterneys, Peck & Hancek, No 26 Liberty Sirvet, in the Borough of Manhattan City of New York, on or before the 18th day of September next. Dated New York, the 18th day of March, 1918, FRANCES LAKE THACHER, FRANCES A PHRANEIL, Executors, PECK & HANCOCK, Atterneys for Executors, 26 Liberty FOR SALE.

FOR SALE.